

### **Listing of Claims**

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (withdrawn) A nozzle for use in a vehicle wash system comprising:

a nozzle body having a hollow interior with a peripheral wall;

a connector attached to the nozzle body for fluidly coupling to a source of fluid under pressure;

one or more fluid passageways extending from the connector into the hollow interior, the one or more fluid passageways forming an acute angle with said peripheral wall so as to induce a fluid vortex within said nozzle body, some of said passageways forming a different acute angle than others; and

a nozzle member including a nozzle orifice through which fluids are emitted from said nozzle, the nozzle member being substantially contained within the hollow interior for rotation substantially in unison with the fluid vortex during operation.

2. (canceled)

3. (canceled)

4. (original) A method of increasing the impact force of fluids impacting the surface of a vehicle after having been emitted from a nozzle used in a car wash system for emitting fluids onto a vehicle, said nozzle having a nozzle body with a hollow interior, a connector attached to the nozzle body for fluidly coupling to a source of fluid under pressure, one or more passageways extending from the connector into the hollow interior, the one or more passageways being configured to induce a fluid vortex within said nozzle body with a rotational velocity of a predetermined speed and a nozzle member including a nozzle orifice through which fluids are emitted from the nozzle, the nozzle member being substantially contained within said hollow interior for rotation substantially in unison with the fluid vortex during operation, comprising the step of reducing the rotational speed of said nozzle.

5. (canceled) The method of claim 4 wherein said rotational velocity of said nozzle is reduced by increasing the number of said passageways.

6. (original) The method of claim 4 wherein said rotational velocity of said nozzles is reduced by increasing the cross-sectional size of said passageways.

7. (original) The method of claim 4 wherein said rotational velocity is reduced by increasing the angle of said passageways relative to a surface surrounding said hollow interior.

8. (original) The method of claim 4 wherein there are a plurality of said passageways at least one of which forms a different angle with said surface surrounding said hollow interior than others of said passageways.

9-11. (canceled)